

## LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A hydrodynamic brake comprising  
a stator (1) ~~which has~~ comprising an annular stator shell [(3)] with a multiplicity of stator blades [(4),] in and arrayed around the stator shell;  
a rotor (2) ~~which has~~ a corresponding annular rotor shell [(5)] with a multiplicity of rotor blades [(6)] in and arrayed around the rotor shell; ~~which the annular stator and rotor shells (3, 5) of the rotor (2) and stator (1) are so shaped and arranged that they form a toroidal space with the stator and the rotor blades in the space, whereby a medium (7), a medium which is intended to be supplied to the toroidal space (7) in order to effect effects a braking action on the rotor; the space having a first and a second inlet and having an outlet;~~  
a storage space for a medium which is intended to be supplied to the toroidal space;  
a first pipe circuit (35) ~~which caters for transfer of~~ transferring the medium from [[an]] the outlet from the toroidal space [(7)] to [[a]] the first inlet to the toroidal space [(7),]; and  
a second pipe circuit (37) ~~which caters for transfer of~~ transferring the medium from [[a]] the storage space (34) to the toroidal space (7), characterised in that the second pipe circuit (37) caters from transfer of the medium to the toroidal space (7) via [[a]] the second inlet [(44)] which is arranged separately arranged relative to the first inlet [(42) to]] in the first pipe circuit [(35)].

2. (Currently Amended) A hydrodynamic brake according to claim 1, ~~characterised in that wherein~~ the second inlet ~~incorporates~~ includes at least one input hole [(44)] situated in a ~~second~~ region of the toroidal space where the pressure during a braking process of the brake is always substantially lower than the pressure of the medium in the first pipe circuit [(35)].

3. (Currently Amended) A hydrodynamic brake according to claim 2, characterised in that wherein the pressure in the ~~second~~ region corresponds substantially to atmospheric pressure.

4. (Currently Amended) A hydrodynamic brake according to claim 2 ~~or 3~~, characterised in that , wherein the input hole  $[(44)]$  of the second inlet is situated substantially centrally in the toroidal space  $[(7)]$ .

5. (Currently Amended) A hydrodynamic brake according to claim 4, characterised in that wherein at least one of the blades includes a free end portion; and the input hole  $[(44)]$  of the second inlet is situated adjacent to the free end portion of ~~a blade (4)~~ the at least one of the blades.

6. (Currently Amended) A hydrodynamic brake according to claim 5, characterised in that wherein the input hole  $[(44)]$  of the second inlet is situated in at least one of the stator blades  $[(1)]$ .

7. (Currently Amended) A hydrodynamic brake according to ~~any one of the foregoing claims, characterised in that~~ claim 1, further comprising a pump in the second pipe circuit ~~(35) incorporates a pump (26)~~ for transferring the medium to the toroidal space  $[(7)]$ .

8. (Currently Amended) A hydrodynamic brake according to claim 7, characterised in that said wherein the pump is a gear pump  $[(26)]$ .

9. (Currently Amended) A hydrodynamic brake according to ~~any one of the foregoing claims, characterised in that~~ claim 1, wherein the first inlet to the toroidal space ~~(7)~~ incorporates includes at least one input hole  $[(42)]$  situated in a radially outer region of the stator  $[(1)]$ .

10. (Currently Amended) A hydrodynamic brake according to ~~any one of the foregoing claims, characterised in that~~ claim 9, wherein the ~~said~~ outlet from the toroidal space ~~(7)~~

~~incorporates~~ includes at least one output hole ~~[(43)]~~ situated in a radially outer region of the stator ~~[(1)]~~.

11. (New) A hydrodynamic brake according to claim 10, wherein the second inlet includes at least one input hole situated in a region of the toroidal space where the pressure during a braking process of the brake is always substantially lower than the pressure of the medium in the first pipe circuit.

12. (New) A hydrodynamic brake according to claim 1, wherein the outlet from the toroidal space includes at least one output hole situated in a radially outer region of the stator.

13. (New) A hydrodynamic brake according to claim 2, wherein the outlet from the toroidal space includes at least one output hole situated in a radially outer region of the stator; the input hole of the second inlet is situated substantially centrally in the toroidal space.